

**Dan Leavitt**

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**From:** Mehdi Morshed  
**Sent:** Wednesday, December 21, 2005 10:33 AM  
**To:** Dan Leavitt  
**Subject:** FW: High Speed Rail for Pacheco Pass.

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**From:** Anthony.Dominguez@pro.sccgov.org [mailto:Anthony.Dominguez@pro.sccgov.org]  
**Sent:** Friday, December 16, 2005 9:36 AM  
**To:** seboland@gmail.com; board@bayrailalliance.org  
**Cc:** mrroadshow@mercurynews.com; diridon@mti.sjsu.edu; Mehdi Morshed  
**Subject:** High Speed Rail for Pacheco Pass.

To whom it may concern,

Your organization/website is completely off base in its support of an Altamont Pass alignment for the proposed High Speed Rail system. The preferred alignment through the **Pacheco Pass** is far superior to your recommendation for the following reasons:

- 1) **Less tunneling through southern mountains** (less costly).
- 2) **No new bridge over the SF Bay** (less costly...we are now seeing how expensive cost overruns can be for the Bay Bridge eastern span and new Carquinez bridge). A new bridge might also harm valuable marsh land.
- 3) **follows existing rail corridor from Gilroy to SF**, no need to create new corridor (again, less costly).
- 4) **More direct route into Bay Area from Central Valley/Southern California** (as opposed to the awkward "zig zag", north-southwest-north orientation of the Altamont proposal).

The Altamont alignment is nothing more than a commuter proposal for Bay Area workers who've CHOSEN to live 1-2 hours away in the Central Valley...why should we subsidize their commute and choice in lifestyle? It should also be noted that these Central Valley commuters already have the ACE train, limited access highways in 580/680, and BART into eastern Alameda County. San Jose/Santa Clara County's main connector to the Central Valley/Southern California is a two-lane farm road known as Hwy. 152. The Pacheco Pass alignment gives residents of the Southbay a badly needed alternative to Hwy. 152. Also, **San Jose, the third largest city in the state**, should be on the main line of the system and not a spur...why should smaller towns like Tracy and Livermore be on the main line?

The proposed High Speed Rail system is designed and intended to provide alternative transportation between Southern and Northern California. To that end, the Pacheco Pass alignment is the superior Bay Area/Central Valley alignment for the proposed High Speed Rail line. Thank you for your time.

Anthony Dominguez,  
 San Jose, CA.